

Phase 3 - Expanded Survey Results

Question #1: Are you in favour of expanding the Algonquin Trail Off-Road Vehicle Access Route onto urban municipal roads east of Highway 17?

All Responses

628 – Yes – 90%

66 – No – 9%

6 – Undecided – 1%

700 Total Responses

Residents Only

499 – Yes – 89%

54 – No – 10%

6 – Undecided – 1%

559 Total Responses

Urban Residents Only

381 – Yes – 89%

45 – No – 10%

4 – Undecided – 1%

430 Total Responses

Garrison Petawawa Residents Only

21 – Yes – 100%

0 – No – 0%

0 – Undecided – 0%

21 Total Responses

Non-Residents Only

129 – Yes – 91%

12 – No – 9%

0 – Undecided – 0%

141 Total Responses

Question #2: If you are in favour of expanding the Algonquin Trail Off-Road Vehicle Access Route onto urban municipal roads east of Highway 17, please indicate why below (choose all that apply):

All Responses

571 – Promote recreation/outdoor activities

532 – Promote family activities/outings

489 – Promote social/community group activities/outings

502 – Increase tourism to Petawawa

494 – Increase economic benefits to Petawawa

548 – Better and/or more direct access to trails

536 – Reduce the need to trailer off-road vehicle to access trails

- 17 – Other
1. Let dirtbikes on the trail.
 2. Because it's time, other towns have been doing this for years now.
 3. Petawawa is surrounded by beautiful nature. Allowing access from home to trails will remove barriers to those who don't have immediate access to a trailer. Way to get Petawawa folks outside and active!
 4. Allow rest of residents trail access equivalent to residents which were included in phase 1 and 2.
 5. Increases liberty.
 6. Make Petawawa a tourism destination for ARV riders which will increase hotel and restaurant use.
 7. This area is one of the most beautiful places in the country for outdoors/atvs. For those of us that spend all of our free time exploring this gorgeous place vis ATV, this change will make a HUGE difference when you can jump on your bike and go rather than spending wasted time packing and re packing bikes and all our gear for camping and exploration expeditions!!!!
 8. Permit persons with mobility issues that have problems trailering an ORV the opportunity to access the trails.
 9. Community involvement, accountability in the maintenance of green space.
 10. Access services (gas/restaurants).

11. Promoting the Ottawa Valley area and allows easier access to other areas and trails.
12. Equal opportunity for whole community regardless of address.
13. The laws are outdated and have been proven to be safe and effective in practice in other towns, such as Espanola Ontario which has allowed ORVs etc on roadways since at least 2014. Not to mention most other municipalities allowed it, directly after the province legalized it. Thirdly, allowed off road motorcycles and dual sport motorcycles on the Algonquin trail. This is also an outdated practice, you have 2000lb ORVs with paddle tires on the trails, but not dirt bikes or motorcycles. It makes so sense, when a 2000lb ORV can create extreme ruddering of the road.
14. Waste of bylaw resources.
15. To have same rules in all of Petawawa.
16. Have same ORV bylaws for all residents of Petawawa.
17. Same rules for all Petawawa.

628 Individual Responses

Question #3: If you are not in favour of expanding the Algonquin Trail Off-Road Vehicle Access Route onto urban municipal roads east of Highway 17, please indicate why below (choose all that apply):

All Responses

57 – Safety of pedestrians/bicyclists

58 – Speeding/lack of enforcement

44 – Interfere with Automobile traffic

43 – Negative impacts to quality of life

57 – Increase in noise

32 – Dirt/rocks/sand thrown onto roadway

18 – Air pollution

44 – Reckless/dangerous/impaired driving

- 6 – Other
1. Eventually people will be using ATVs on the roads for fun or short trips to and from other residences.
 2. It opens the door more easily to use on other roads when they shouldn't. And also more easy for un-licensed people such as kids on the roads.
 3. Degrading road conditions additional costs to repair.
 4. Safety of ATV drivers in collisions with motor vehicles.
 5. Everyone's safety!
 6. Safety of children going to the park from an unlicensed kid driving an ambulance atv.

66 Individual Responses

Question #4: There are approximately 11 urban municipal roads east of Highway 17 that have raised curbs which may present challenges that are not present on municipal roads with flat shoulders. In your opinion, should ORVs be permitted on any of the following urban roads with raised curbs:

All Responses	Yes	No	Undecided
Albert Street	575	78	47
Canadian Forces Drive	578	90	32
Civic Centre Road	574	104	22
Island View Drive	574	81	45
Leeder Lane	543	111	46
Murphy Road (from Petawawa Boulevard to Doran Road)	594	83	23
Petawawa Boulevard (from Limestone Trail to Paquette Road)	555	124	21
Portage Road (from Petawawa Boulevard to Dustin Drive)	601	75	24
Town Centre Boulevard	585	84	31
Volunteer Way	567	95	38
Wolfe Avenue (from Victoria Street, around curve, to snowplow turn-around)	578	87	35

700 Total Responses

Residents Only	Yes	No	Undecided
Albert Street	469	58	32
Canadian Forces Drive	464	71	24
Civic Centre Road	474	71	14
Island View Drive	467	59	33
Leeder Lane	438	87	34

Murphy Road (from Petawawa Boulevard to Doran Road)	482	62	15
Petawawa Boulevard (from Limestone Trail to Paquette Road)	460	89	10
Portage Road (from Petawawa Boulevard to Dustin Drive)	489	54	16
Town Centre Boulevard	472	68	19
Volunteer Way	461	69	29
Wolfe Avenue (from Victoria Street, around curve, to snowplow turn-around)	470	66	23

559 Total Responses

Urban Residents Only	Yes	No	Undecided
Albert Street	357	48	25
Canadian Forces Drive	354	55	21
Civic Centre Road	357	59	14
Island View Drive	356	48	26
Leeder Lane	332	71	27
Murphy Road (from Petawawa Boulevard to Doran Road)	366	50	14
Petawawa Boulevard (from Limestone Trail to Paquette Road)	347	75	8
Portage Road (from Petawawa Boulevard to Dustin Drive)	371	44	15
Town Centre Boulevard	359	54	17
Volunteer Way	351	56	23
Wolfe Avenue (from Victoria Street, around curve, to snowplow turn-around)	356	53	21

430 Total Responses

Garrison Petawawa Residents Only	Yes	No	Undecided
Albert Street	19	0	2
Canadian Forces Drive	19	1	1
Civic Centre Road	21	0	0
Island View Drive	20	0	1
Leeder Lane	18	2	1
Murphy Road (from Petawawa Boulevard to Doran Road)	20	0	1
Petawawa Boulevard (from Limestone Trail to Paquette Road)	20	1	0
Portage Road (from Petawawa Boulevard to Dustin Drive)	20	0	1
Town Centre Boulevard	20	0	1
Volunteer Way	19	0	2
Wolfe Avenue (from Victoria Street, around curve, to snowplow turn-around)	20	1	0

21 Total Responses

Non-Residents Only	Yes	No	Undecided
Albert Street	106	20	15
Canadian Forces Drive	114	19	8
Civic Centre Road	100	33	8
Island View Drive	107	22	12
Leeder Lane	105	24	12
Murphy Road (from Petawawa Boulevard to Doran Road)	112	21	8
Petawawa Boulevard (from Limestone Trail to Paquette Road)	95	35	11
Portage Road (from Petawawa Boulevard to Dustin Drive)	112	21	8

Town Centre Boulevard	113	16	12
Volunteer Way	106	26	9
Wolfe Avenue (from Victoria Street, around curve, to snowplow turn-around)	108	21	12

141 Total Responses

Question #5: In your opinion, are there any urban municipal roads east of Highway 17 that should be excluded from ORV access?

All Responses

52 – Yes – 7%

546 – No – 78%

102 – Undecided – 15%

700 Total Responses

Residents Only

46 – Yes – 8%

435 – No – 78%

78 – Undecided – 14%

559 Total Responses

Urban Residents Only

37 – Yes – 8%

334 – No – 78%

59 – Undecided – 14%

430 Total Responses

Garrison Petawawa Residents Only

2 – Yes – 10%

15 – No – 71%

4 – Undecided – 19%

21 Total Responses

Non-Residents Only

6 – Yes – 4%

111 – No – 79%

24 – Undecided – 17%

141 Total Responses

Question #6: If Yes, please provide the names of some of the streets that should be excluded.

All Responses

52 – Yes

52 Total Responses

1. All
2. All
3. All of them
4. All of them
5. All of them!
6. All of them.
7. All of them. ATVs are not designed to be driven on paved surfaces, especially at speeds of 50 km/hr (speed limit on Murphy Rd). Furthermore, ATVs are low to the ground and are hard to see, increasing the risk of one of these vehicles (with no protection for its occupants) collides with an automobile.
8. All roads
9. All Roads and streets.
10. All roads east of the 17!
11. All roads should have access
12. All roads should have access
13. All roadways that are not a highway, as per provincial law.
14. All! Keep these off the roads at all costs!
15. All. Drunken menace
16. All. ORV shouldn't be allowed in town! Period!
17. All. These are dangerous.
18. Any residential street where many children walk to school or parks. Not worth putting them at risk.
19. Any road where there is not sufficient space for traffic to continue in both directions simultaneously if an off road vehicle is present
20. Civic centre
21. Civic centre Rd, Petawawa Blvd, Murphy Rd, veterans way
22. Doran road
23. Elmer Ave, sunset crescent, Gutzman road
24. Expanding use of this will cause more disturbance to the people who live next/near to the trail. The noise and dust is very disruptive to residents
25. Forest lea, beisental, airport
26. It doesn't make sense to have ATVs permitted to drive down Petawawa Boulevard as the trail runs parallel. But you should be able to cross the Boulevard.
27. Len Hopkin Rd

28. Len hopkins
29. Len Hopkins Dr.
30. Len Hopkins Dr.
31. Len Hopkins Drive
32. Len Hopkins Drive
33. Limestone, Sunset Cres, murphy, Civic Center, volunteer way
34. Main roads such as Murphy, civic center, don't have room for them. Should encourage use of non-residential roads as much as possible where alternatives exist, such as road thru industrial park or by airport. There are already many cutting thru Carla and Cardinal that are disruptive.
35. Murphy
36. Murphy rd east to pembroke
37. Murphy Rd, Canadian forces drive, Winston Ave
38. Paquette and (anything surrounding the base. Way too busy for anything else to be added to this infrastructure.)
39. Petawawa Blvd
40. Petawawa Blvd
41. Petawawa Blvd, Civic Centre Road, and Canadian Forces Drive are all too congested and/or have too much student traffic to be safe for ORVs.
42. Petawawa boulevard
43. Petawawa Boulevard
44. Petawawa Boulevard, Murphy Road, Doran Road - major arterials high volumes of traffic; Civic Centre Road, Leeder Lane, Volunteer Way - high volumes of traffic including children, school buses; Canadian Forces Drive, Town Centre Boulevard - high density uses, traffic
45. Poplar Street
46. Roads within high traffic school routes
47. See above
48. "The Boulevard, Laurentian Drive down to the Point"
49. The entire Limestone and Highland Park subdivisions.
50. The Main Blvd.
51. The major traffic roads like Victoria St, Civic Centre Rd, Volunteer Way, Murphy Rd, Doran Rd, etc that have high volume traffic of both vehicles and pedestrians would not be well-served by adding to that traffic with ORVs.
52. There should be no access for off road vehicles in a residential area, I have talked to people in Cobden, Beachburg , Westmeath and Pembroke, it has been a nightmare for people living along the streets, example racing, loud mufflers, non license machines. No enforcement, police can not chase them, and the list goes on, verbal abuse, residents afraid against retaliation.

Residents Only

46 – Yes

46 Total Responses

1. All
2. All
3. All of them
4. All of them
5. All of them.
6. All of them. ATVs are not designed to be driven on paved surfaces, especially at speeds of 50 km/hr (speed limit on Murphy Rd). Furthermore, ATVs are low to the ground and are hard to see, increasing the risk of one of these vehicles (with no protection for its occupants) collides with an automobile.
7. All roads
8. All Roads and streets.
9. All roads east of the 17!
10. All roads should have access
11. All roads should have access
12. All! Keep these off the roads at all costs!
13. All. ORV shouldn't be allowed in town! Period!
14. All. These are dangerous.
15. Any road where there is not sufficient space for traffic to continue in both directions simultaneously if an off road vehicle is present
16. Civic centre
17. Civic centre Rd, Petawawa Blvd, Murphy Rd, veterans way
18. Doran road
19. Elmer Ave, sunset crescent, Gutzman road
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21. Forest lea, beisental, airport
22. It doesn't make sense to have ATVs permitted to drive down Petawawa Boulevard as the trail runs parallel. But you should be able to cross the Boulevard.
23. Len Hopkin Rd
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26. Len Hopkins Dr.
27. Len Hopkins Drive
28. Len Hopkins Drive
29. Limestone, Sunset Cres, murphy, Civic Center, volunteer way

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31. Murphy
32. Murphy Rd, Canadian forces drive, Winston Ave
33. Paquette and (anything surrounding the base. Way too busy for anything else to be added to this infrastructure.)
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36. Petawawa Blvd, Civic Centre Road, and Canadian Forces Drive are all too congested and/or have too much student traffic to be safe for ORVs.
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39. Petawawa Boulevard, Murphy Road, Doran Road - major arterials high volumes of traffic; Civic Centre Road, Leeder Lane, Volunteer Way - high volumes of traffic including children, school buses; Canadian Forces Drive, Town Centre Boulevard - high density uses, traffic
40. Poplar Street
41. Roads within high traffic school routes
42. See above
43. "The Boulevard, Laurentian Drive down to the Point"
44. The entire Limestone and Highland Park subdivisions.
45. The Main Blvd.
46. The major traffic roads like Victoria St, Civic Centre Rd, Volunteer Way, Murphy Rd, Doran Rd, etc that have high volume traffic of both vehicles and pedestrians would not be well-served by adding to that traffic with ORVs.

Urban Residents Only

37 – Yes

37 Total Responses

1. All
2. All
3. All of them
4. All of them
5. All of them.
6. All of them. ATVs are not designed to be driven on paved surfaces, especially at speeds of 50 km/hr (speed limit on Murphy Rd). Furthermore, ATVs are low to the

ground and are hard to see, increasing the risk of one of these vehicles (with no protection for its occupants) collides with an automobile.

7. All roads
8. All roads east of the 17!
9. All! Keep these off the roads at all costs!
10. All. ORV shouldn't be allowed in town! Period!
11. All. These are dangerous.
12. Any road where there is not sufficient space for traffic to continue in both directions simultaneously if an off road vehicle is present
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14. Civic centre Rd, Petawawa Blvd, Murphy Rd, veterans way
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31. Petawawa Boulevard
32. Petawawa Boulevard, Murphy Road, Doran Road - major arterials high volumes of traffic; Civic Centre Road, Leeder Lane, Volunteer Way - high volumes of traffic including children, school buses; Canadian Forces Drive, Town Centre Boulevard - high density uses, traffic
33. Roads within high traffic school routes
34. See above

35. "The Boulevard, Laurentian Drive down to the Point"
36. The entire Limestone and Highland Park subdivisions.
37. The Main Blvd.

Garrison Petawawa Residents Only

2 – Yes

2 Total Responses

1. Len Hopkins Drive
2. Petawawa boulevard

Non-Residents Only

6 – Yes

6 Total Responses

1. All of them!
2. All roadways that are not a highway, as per provincial law.
3. All. Drunken menace
4. Any residential street where many children walk to school or parks. Not worth putting them at risk.
5. Murphy rd east to pembroke
6. There should be no access for off road vehicles in a residential area, I have talked to people in Cobden, Beachburg , Westmeath and Pembroke, it has been a nightmare for people living along the streets, example racing, loud mufflers, non license machines. No enforcement, police can not chase them, and the list goes on, verbal abuse, residents afraid against retaliation.

Question #7: Do you own and/or operate an off-road vehicle?

All Responses

521 – Yes – 74%

127 – No – 18%

40 – I plan on purchasing one in the next year – 6%

12 – Prefer not to answer – 2%

700 Total Responses

Residents Only

412 – Yes – 74%

106 – No – 19 %

31 – I plan on purchasing one in the next year – 6%

10 – Prefer not to answer – 1%

559 Total Responses

Urban Residents Only

308 – Yes – 72%

87 – No – 20%

26 – I plan on purchasing one in the next year – 6%

9 – Prefer not to answer 2%

430 Total Responses

Garrison Petawawa Residents Only

19 – Yes – 90%

0 – No – 0%

2 – I plan on purchasing one in the next year – 10%

0 – Prefer not to answer – 0%

21 Total Responses

Non-Residents Only

109 – Yes – 77%

21 – No – 15%

9 – I plan on purchasing one in the next year – 6%

2 – Prefer not to answer – 2%

141 Total Responses

Question #8: Do you live in the urban area of Petawawa east of Highway 17?

430 – Yes

93 – No

96 – No, I live in the rural area of Petawawa that already has ORV access to the Algonquin Trail

12 – No, I live on a private road within the Town of Petawawa

11 – No, I live on the north townsite of Garrison Petawawa

10 – No, I live on the south townsite of Garrison Petawawa

48 – Prefer not to answer

700 – Total responses

Resident Responses Only

Question #9: Do you have any other concerns or suggestions that haven't been addressed so far in this survey?

1. Not at this time
2. Whether or not streets are curbeddies not affect traffic flow any more than a garbage truck
3. I think this is a great idea
4. This will make it so much easier
5. By residing in an area already able to use streets I get out much more often and this means we have to fill up at local gas stations and we often stop at local sit down restaurants and fast food places. This means we spend money in our home town
6. "I don't have an atv, but I see them drive by my house and there has never been a problem. Thank you for letting me have some input on this"
7. Thank you in advance for conducting this survey, we are hopeful this will make Petawawa even better to live and have fun in!
8. Keep up the amazing work Town of Petawawa.
9. Dirt bikes should also be allowed
10. Let's crack down on the electric scooters all over town and people operating them after they have lost their drivers licence. The speeding electric bicycles on the Algonquin trail. 20km/h is for everyone not just sleds and ATV's. How about spending tax payers money on enforcement and not these money wasting surveys.
11. Why so many restrictions for ATV use? It's a licensed vehicle, open all the Petawawa roads, to all ATV travel, not just to access the trail. No different than a motorcycle, for noise and safety. Grow UP, all ready !!
12. Let ensure we work on good parking space for our Tlr's, for when its needed.
13. I have already seen the increase in traffic from ORVs in my area as a result of the previous pilot program. In general, these vehicles do not obey the rules of the road and act as though other traffic (both vehicular and pedestrian) is a nuisance to their hobby. Further, the warm weather has already seen off-road motorcycles using Petawawa Boulevard. Adding more of these types of vehicles increases the number of law-breakers unless significantly more enforcement is planned.
14. Please consider the effects on residents, these off road vehicles do not belong in town
15. Off-road vehicles Not equipped with Proper tires are not safe to operate on hard surface roadways.
16. Driving during school hours in school zones. Congestion and safety

17. Who will monitor and manage this? I've seen so many people breaking the rules, including driving their skidoo and/atvs down our street... we are supposed to be a quiet neighbourhood and have enough traffic as it is and there aren't any consequences for those who are breaking the rules now... we need more bike/running trails and better sidewalks.... A multi sportsplex...put our money to better use please. This is ridiculous and not what we actually need. It's a privilege to have toys. To me should be a protected right to actively age and live in place. Does this do that for us?
18. I live on Jamie Cres. And Carla st has no quad sign. I'm about 400 yards to Black Bay where the legal trail is
19. childrens safety
20. All ready see ORA drivers speeding without helmet on in my area
21. i think all roads in the town that lead to access to trails should be permitted
22. Approach the base commander to allow ORV's to be allowed to access the trails from the north and south townsites.
23. Should also be allowed on base Northside as well as Southside of Garrison Petawawa
24. Allowing access on/from the south side base would result in alot more happy off roaders and less nees for trailering and excess emissions!
25. As long as the vehicle is follow all the rules in the area it's no different the cars,trucks or motorcycles.
26. Using the trail to go work on base can save à lot of time and trafic to every one
27. We have enough trouble with people parking on the road blocking driveway so you can get in and commissionaires do nothing what it.
28. Police or bylaw enforcement is hugely lacking with regards to off road vehicles/snowmobiles trespassing, driving on sidewalks or nuisance driving.
29. Trailering our ORV 2 km to a parking lot that is often full with people using the sports fields (and parking in the trailering area and scoffing when asked to move), when the trail is less that 500 meters from our home is not the best option in my opinion. If I must trailer, then why not trailer to another municipality that is ORV friendly? I am totally in favour of expanding access to the Algonquin Trail.
30. I have a concern about speeding on the trails, all reports And visual operations are that these motorized vehicles are operating at high-speed with loud pipes on their exhaust
31. I currently live on Cardinal Cres and would love to be able to drive my atv from my home to the Algonquin trail as it doesn't make sense to have to trailer it 500m to gain access to the trail.
32. Before even considering adding or easing things for atv drivers there should be more enforcement on speeds within the existing trails.

33. Much like petawawa has lots of snowmobile tourism, Atvs could bring the same stimulation to the local economy bringing money into the community. Invest in our community! The sport is ever growing with trail expansions yearly. Having access will create growth.
34. Please have increased enforcement and education of/when the by-law passes. This is a good initiative.
35. Do nit allow ORV's in the town!
36. I fully agree with the town not allowing "extreme ORVs and dirt bikes". Dirt bike riders are often operated by youth (under 16) with no driver license; therefore they are not allowed on any highways. These bikes also need to be registered, insured and plated, even when using Crown land. For residents who operate ORVs (ATVs and SxS), Phase 3 will be most welcome and eliminate the need to trailer their machine to a trailhead. Council's support of this initiative has been great.
37. This is a great idea!! Will benefit Petawawa grweatly!
38. ISLAND VIEW DRIVE is TOO CLOSE TO OPEN WATER, serves few residences, and is not a thoroughfare - thereby riders to use shoreline and frozen surfaces. This stretch of the Ottawa River rarely freezes over and never stays frozen very long. Huge public safety considerations near open water day and night.
39. Need the enforcement to go with the permissions - a few could spoil it for the majority if they don't follow the rules. Important for the public to understand the permission is to access the trail - not to drive around town, be another form of local transportation.
40. "Yes pass the bylaw and don't let people like the mayor who is not in favour of this push you around. He only wants bike and walking paths and a track "
41. Really glad council is looking at moving to sstage 3 implementation. Petawawa has the opportunity to be a tourism destination for ATVs with the algonquin trail accessing hotels and restaurants. Provides a good community fun, safe, activity for families, seniors, and all Petawawa residents. Curbed roads are not an issue as ATV's can safely use roads and flow with traffic and obey speed limits and all rules of the road. As speed limits in this stage 3 are mostly 50 km/hr ATVs going 20km/hr is not going to impact flow of traffic.
42. I also think that Doran road between black bay and achray should be opened up!!! It makes no sense that that one area is closed down as well, it's such a rural area, that's where I live, that it's used all the time anyhow because we legit have to trailer our ATVs less then one km down the road. There aren't even any sidewalks here. The speed limit is currently 80 which ABSOLUTELY should be lowered to 60 just like Doran below black bay and ATV access should be granted. PLEASE CONSIDER!!!

43. In the past I have attempted to use the designated parking and It was full due to the following: parking lot full due to a sporting event and other trail users that did not have the option to drive from their residence.
44. Could this be a trial for a year or 2 to see if there is an impact to neighborhoods, traffic and/or safety for children
45. This will help tremendously getting to and fro the Algonquin trail system also encourages riders to stop and spend time and dollars in Petawawa.
46. "This is a beautiful initiative. Keep Pushing forward "
47. "Enforcement costs Road conditions "
48. Good initiative for ATV user and the town of Petawawa.
49. Raise the speed limit in town "community safety zone" to 40-50km
50. Please at minimum allow us to access trails from the most direct route from our residence. The need to trailer my atv 500m to the access point is a little ridiculous
51. off-road vehicles should be kept off Petawawa Boulevard for its entire length.
52. Open area of Herman St, Laroche, Butler Blvd to access Murphy Rd expansion of the Algonquin Trail Off-Road Vehicle Access Route
53. Add Herman St Butler Blvd Laroche Cres to the expansion. We can see the trail from our house on the other side of the street
54. Rec vehicles preventing traffic flow in areas with curbs, increased noise pollution. We live behind the hydro lines and it is already a nuisance. Lack of policing
55. "Noise, Drivers and passengers hanging out in loud groups"
56. "My only concern is people that modify their exhaust system, but again we have Harley Davidsonmd cars on our road with illegal muffler. Murphy road should have been bldg accordingly as it was your plan to extend so no road should restrain due to your lack of vision"
57. No concerns as ATV/ORVs must be licensed and insured to be on the road and anyone else I've spoken to just want to traverse a short distance from home to trail and not ruin our off road tires on pavement.
58. We moved here specifically to have close access to the outdoors. We had no idea that the location we bought in would not allow us to take our Side by side to the trails. It is more dangerous for us to load and unload 4 times to drive approx 1 km to the trail. Than if we were able to just drive to the trail. Approval of this would greatly increase our enjoyment of living in Petawawa and allow us to be more social.
59. Speed on the trial is already an issue. Cannot be multiuse with the amount and speeds of ATVs on there already. Dirt bikes and ATV's already speed all over. Pedestrian and child safety should be of greater concern.

60. No other concerns. UVOPP and bylaw are doing a great job of patrolling, and continued enforcement when needed will promote adherence to legal and safe operation
61. "I have travelled in other municipalities that allow their roads and streets to be used and myself and our group of friends travel their for weekend or weeklong riding tours. It would be nice to stay home in Petawawa and spend our traveling holiday money here instead of going out of town."
62. I don't own an atv/sxs but my neighbour does and he is respectful and promotes safe and courteous driving.
63. I might get a SxS in a year or 2. It would be nice to drive to the trails from home. I see others doing it in other parts of town and they are respectful and law abiding.
64. I only get out on the trails once or twice a month. When I do it would be beneficial to just leave from home instead of parking and taking up space at Norman St
65. "ATVs should only be allowed to operate in urban town areas within certain hours ie 6AM -9PM so that noise is controlled in night time. ORVs should be able to access restaurants ie - Kelsey's / Boston pizza. Revenue and tourism , organized rides, would help town of Petawawa increase revenue , drawing in more tourists from orv community"
66. No, I think that I would be beneficial for everyone if all of the areas currently not allowed to operate their UTV's to be opened so we are all able to leave our homes to access the trails, putting your bike on a trailer to travel a few kms isn't necessary.
67. School zones should be excluded during school times.
68. I live less than a kilometer from the trails and because of my disabilities I usually do not use my SUV because it takes a lot for me to get it on an off the trailer, also the current parking is often full in the evenings because of sports activities. If access was granted it would afford me the opportunity to get some fresh air and enjoy a short ride when I am able to. If for some reason phase 3 was not approved perhaps consider allowing those with accessible parking permits to access the trails from their homes.
69. Do not allow this to go through! The ORVs crossing the trail at Murphy are already a danger to motorists, themselves, and pedestrians. Do not let them on the roads. They should be banned from the trail too.
70. Why would we add extra traffic to the roads when the current ones do not have speed or safety monitoring? And council is unwilling to put up stop signs or speed bumps to mitigate this?
71. Dirtbikes ... allow them to use trails like every one else (they are already doing it anyway)

72. We need to stop installing raised curbs.
73. This has taken to long, such a huge step in the right direction.
74. Restricting access only leads to people speeding and trying to do so illegally anyways.
75. Why are ORVs allowed on the road but not off-road motorcycle? In most provinces a dirtbike is merely considered an ORV, and the rules apply the same to both.
76. Off-road vehicles need to keep right, yield right of way, lights on, use hand signals if vehicle not equipped with signal lights and operate no faster than 20 kmph. Licensed and insured as always. Helmets on for all riders and passengers.
77. This would greatly promote much needed tourism. Creating more economic growth for small businesses that will need any support they can get from these uncertain times. Would also be amazing for families and outdoor enthusiasts in a gorgeous community such as ours.
78. A way to get from Petawawa point to the trails
79. "Please let dirtbikes on the trail. The ontario federation of trail riders is currently working with renfrew county to allow dirtbikes on the algonquin trail and to change the bylaws to include offroad motorcycles with orvs. Also, I don't think you should wrote specific roads as main roads. I think the law should specify taking the closest road to access algonquin trail."
80. We also need to crack down on ATVs and snowmobiles cutting through parks such as Jack Pine Park. Very dangerous for kids playing, pedestrians, cyclists, dog walkers.
81. Major lack of enforcement. I have witnessed many ATV'S driving recklessly including on civic Center property. ATV's are made for approved trails not road
82. I personally think that ORVs should be allowed travel on all roads for any reason as long as it's insured, has lights, PPE is worn, and hand signals are used for turning.
83. No, thank you for putting this together.
84. The only concerns are Petawawa Blvd and Murphy Rd, being such busy streets it could cause confusion or higher potential for collisions with normal vehicles
85. I live in Radke Estates, and they should be able to leave my house and drive to the trailhead
86. No, please continue the great work!
87. "I do believe all residents should be allowed to drive their ORV to the Algonquin trail as it will cut down on the need to trailer. All ORVs are equipped with head lights, turn signals, brake lights and set up much the same as a car. They are all insured and plated. This also frees up parking spots at trail heads for other residents to use and stops frustration. This encourages people to get out and

use the outdoors more. Also when parking your vehicle at a trail head along with a trailer you cannot be sure it will not be vandalized when you get back, as some vehicles were last year. For me to trailering the 1 km to the trail head is time consuming and if there is no parking then I must search for a different spot or just head home. The 5 min it takes to get trail head is minimal and will not impact traffic. Loading and off loading trailers can be dangerous for people as one minute of intention can cause a major issue. The only access to Petawawa Blvd should only be used to either cross in order to reach Algonquin trail head, get gas, eat allowing for local business to benefit from trail users or potential service repairs."

88. My only concern is slowing down traffic on main roads especially during busy times of day
89. If people are respectful and always safe there is no reason why we couldn't drive together
90. The club at the township to work together to purchase dust control along Federal Boulevard.
91. There are too many poor drivers in any sort of vehicle here and the safety of the kids isn't considered. I don't think ORV should be in town at all.
92. Thank you so much for your hard work on this. It would be great to be able to use my ATV to access the Algonquin trail directly from my residence. My whole family would enjoy this greatly and many friends/family who visit out of town will be so happy as well.
93. "Speed and vehicle placement, school zones. I agree orv's should be allowed on public roads, with the accompaniment of an Ontario drivers license, to reach trails on the most direct route. "
94. I would love to ride my enduro on the trail, maybe make passes for those types.
95. Snowmobiles should be allowed as well
96. I believe as long as the four wheelers and side by sides are driven by a licensed member of society, are licensed and insured themselves, and they obey all traffic rules, that they should be allowed on the street(s). It's no different than a car/bicycle/motorcycle etc... as long as they follow rules of the road.
97. My main concern is the speed limit.
98. In respect to those who do not participate in this activity (loud noise), and for safety of children ORV speeds should be limited to 20kmh or less. Plus priority to pedestrians and other vehicles should be strictly enforced.
99. ORV should be operated at reduced speeds on municipal roads. Braking, traction control and collision safety are all not as good as a car. There is an increased danger to pedestrians as well. 30 km/h should be the maximum.
100. "I do own an atv and snowmobile and active with both. I live on Black Bay Rd it's very busy with snowmobiles and atv s most riders are very courteous riding

through the neighborhoods. But the odd rider isn't. The town should have a phone number so that anyone can report excessive speeding and excessive noisy machines. Better yet a Opp blitz a few times a year to check speeding, drivers information and machines would make some drivers behave."

101. Keep up the good work. Hope to see the by law expanded
102. Having been a member of the club since 2017 and also an area director for some of that I obviously support this initiative. Also being a member of the military as well as an on and off resident of Petawawa for three better part of 20 years I believe this initiative is good. I have been to other bases whose towns allow orv access and have seen the benefits for the towns economically and also with people just getting out and enjoying the fresh air. Coupled with robust enforcement of the laws surrounding ORV access on town roads this can be safely and in a way to appease everyone.
103. We live on Cardinal Cres and currently have to place our ATV on a trailer to get to the trail that is 450m away from my home. Our street does not have sidewalks and was not included in the last change for access last year. It would only make sense to include our road and Carla Street to this list as it leads direct access to Black Bay road and neither street has sidewalks.
104. A lot of people drive down the sidewalk or on our snowbanks, knocking down snow we have already shovelled.
105. It would be nice to have the ATV off road trails accessible longer than what is currently posted; weather should be a factor as this past November trails could have been used up to mid December as the snow was not a factor.
106. In my personal opinion, lack of access to any trail system due to bylaws are stupid. Any economic gain no matter how insignificant is still a gain and not a loss
107. Don't see how all the roads cannot be opened. If other residents have them open already in their neighborhood, and we are all tax payers of the same town. Then one would think we all follow the same by laws. Therefore if some have access, then every resident should have access.
108. I believe with climate change that off-road vehicles should be able to use the trail until the snow is deep enough for only snowmachines to be using them. So, off-road vehicles may have a longer season if December/Jan doesn't have any snow on the trails....why not allow off-road vehicles to have access to them presenting a longer season for them and it will still help generate an economic boom to the community!
109. "Please include Dirt Bikes as ORVs when re-writing the bylaw. Dirtbike can meet the same requirements as ATV with regards to licensing, plating and insurance. The Ontario Federation of Trail riders is currently working with Renfrew County for them to allow Dirtbikes/Dual Sport motorcycles on the

network. Given riders has insurance & plates. Also, I don't think the city should specify which streets are aloud to use ORV either. I think it should be the least cost path to get to the Algonquin trail (From primary residence). Going under 20km/h the whole time. This way it gives flexibility to ORV users while also not putting additional traffic on dedicated routes. Great initiative/proposal, its good to see the town acting like a small town. These rulings are what makes this community a great place to live."

110. "Labine cr of off road vehicles Do not understand why we now have a sign stating cannot use off road vehicles. "
111. I Would like to see dirt bikes allowed on the trail. Keep it accessible to everybody.
112. I hope that all residents are permitted to access the Algonquin Trail from their homes. I think this is a fantastic initiative.
113. ORVs should be able to move freely through the town by crossing Petawawa Blvd and driving along the recreational trail. While avoiding the few busy streets, ORVs should be allowed to move along the side of the road at a limited speed.
114. I believe that long as the ORV is registered and insured with following the rules of the road there shouldn't be restrictions. This is a great opportunity to capitalize on as just like snowmobilers they bring money to the economy.
115. Make modified exhaust a punishable offense (fine), to promote neighbourhood peace and ensure ongoing community support.
116. "Lack of parking spot at the Norman St. ATV/MSV parking. Motorists (commuters) parking perpendicular to designated parking spots restricting access . There should be no parking sign on the east side of the parking lot to prevent obstructions as truck and trailers are 30-40 ft long."
117. Acceptance of off road motorcycles should be addressed in the future
118. I've seen them in our subdivision speeding all hours of the night,most without helmets,no lights on,no licence plates & probably no Insurance,& who is to pay if they hit someone or something or worse
119. I'm 70 years old and live 2 blocks away from trail. It would be easier not to load trailer for a 3 minute ride to trail
120. Very happy the town is moving forward with allowing access to the trail from all locations from town. this will greatly benefit our ease of use for the outdoors.
121. Try this on a one/two year trial basis.
122. This will promote harmony within town Petawawa. This would promote more people enjoying all family facilities. Thank you very much.
123. As far as I'm concerned, someone driving an off road vehicle on the road is the exact same as someone riding a bicycle on the road and I have no problem with that (as a cyclist and as a driver). It would cause way more confusion to have

some roads allow it but others not? Just let people drive them, this feels like a mountain out of a mole hill situation.

124. "Restricted time of use as follows: 9 pm to 9 am...no use, 9am to 9 pm full usage"
125. No but honestly if I need to go somewhere I just go anyway. Same as snowmobile do. It's not often but I just go to the trail as I'm about 2km away so not a huge issue in time to get there withing the set speed limit. 5 min maybe. Nobody cares anyway
126. "1. There is an increase in speeding motor vehicles on our roads with the rise in population. I suspect this would be the same with ORVs. 2. I know too many ORV owners in the area that drive under the influence. I do not want those on our streets. "
127. It's an absolute joke that this is even a debate. How does half the town have access and not the other half? Also, how do snowmobiles get access and not ATVs? Also, why have such a foolish law in place in an atv/motorsports type town. This is grade one shit. It's embarrassing. They should be allowed everywhere. Grow up. I'm 40 and want to get an atv. But I'm embarrassed I live in a town in an area like this that makes riding them illegal.
128. Enforcement. To/from your house to the trails-yes. Hop on the ATV and go visiting neighbours friends in Petawawa is not the intent. If everyone abides by the rules then great.
129. This would be great and help prevent trucks and trailers parking randomly.
130. Dirt bikes should also be considered.
131. Should encourage use of non-residential roads as much as possible where alternatives exist, such as road thru industrial park or by airport. There are already many cutting thru Carla and Cardinal that are disruptive, often driving like idiots multiple times a day. Many are louder than allowed for cars and road bikes. How will this be enforced?
132. It just makes sense. So much money and effort have been put into improving the Algonquin trail. All residents should be able to easily access and enjoy it. All businesses should be able to benefit from the money power sports enthusiasts bring to town.
133. I am all for increased access on roads, however I think that there needs to be more enforcement of rules and laws so that a few bad actors don't ruin this excellent opportunity for the vast majority of people who follow the rules.
134. Off-roading brings money into the area, is good for business, good for residents to have activities to do without and is the reason I moved into the area.

Non-Resident Responses Only

Question #9: Do you have any other concerns or suggestions that haven't been addressed so far in this survey?

1. I think this would be a lovely addition to the town in increasing outdoor activities and encouraging people to get outdoors
2. "Residence of Refrew County already pay a premium to live in the Ottawa Valley. Something this small should not even be a factor. Outdoor recreation is a benchmark of living in the Ottawa Valley. Having to trailer from ones residence is ridiculous to say the least. Every offroad vehicle is licensed, registered and insured therefore making it legal to operate on roadways. If this is a noise issue then I beg to bring up every motorcycle on the roads. The excessive noise from motorcycle exhaust (i.e. Harley Davidson) is far worse then any offroad vehicle. "
3. I don't see any point in allowing orv on petawawa boulevard seeing as the trail follows the road and as busy as the road is, more traffic probably shouldn't be added. Though I do believe you should be able to cross petawawa boulevard.
4. Please immediately move forward with phase 3 to allow law abiding riders full access to Petawawa in conjunction with the new opening of the OVRT. Thanks
5. What about the areas of Wilbert St., Vereyken Cr., and Dutch Drive? I don't see these areas included in this survey? I realize they don't have raised curbs, but they are so close to the OVRT.
6. No, im local to the area and Being able to use the trail system to access family members and enable family members to meet me on the trail would be great. Along with being able to drive to businesses and resturants.
7. As stated banning motorcycles and offload motorcycles is completely arbitrary when ORVs with the curb weight of small cars and extremely aggressive tires and suspension are allowed on the trails. Change this.
8. I think this will put the values of housing down. I think all off road vehicle should only be driven off road.
9. None but hopefully get access to gas and restaurants and other services
10. Please pass this very important to many people and brings in cash
11. excellent idea to allow easier excess to trails
12. Please do not do this! This is a huge safety issue and ATVs should not be on our roads period. In my opinion phase 1 and 2 should be rolled back.
13. Should also include dirt bikes
14. I strongly oppose this and Phase 2. I am a Petawawa resident with children and I disagree with this direction. I am also concerned that this survey was not well advertised. I believe that members of council have a conflict of interest and should abstain themselves from any votes. Furthermore, the fact that police forces have clearly communicated that it not possible to enforce this by-law should give council

- great concern. This by-law is permitting those with the means to own ORVs to have freedoms at the risk of the entire population of the town. Residents who own ORV have the means to trailer these expensive toys to the trails where they can enjoy them. This is a reasonable requirement for this outdoor activity.
15. There was already successfully gained access to more roads last year. So now, it feels like a door has been opened to have no restrictions anywhere at all. Not happy with the precedent set.
 16. I think this is a great opportunity for the Town of Petawawa to become the leader in ORV access in Renfrew County. I don't live in Petawawa but travel there frequently to visit family and friends. It would be nice to do that from the trail access. I also spend a lot of money at restaurants and ice cream shops in the summer. I would like to access all of this with my family on an ORV where we can meet up with others doing the same.
 17. "I would like to note that regardless of the outcome of this survey, town council should allow access to trails for the remainder of Petawawa residents. We all pay taxes and okay same laws thus should be encompassed by the same bylaws. Respectfully "
 18. Other towns are dealing with major issues, and no one to help
 19. Perhaps have the bylaw state that ORVs can be driven on curbed streets to get to the nearest non curbed streets on the way to the trail
 20. Dirt bike should have same right as any off road vehicles
 21. As it is happening right now the ATV's are way over the speed limit for the speeds posted. I have driven on the boulevard and have had ATV's pass on the trail faster than me. I have not seen any OPP checks of ATV's or Side-by sides. If you open this up for any off-road vehicle you are going to have all kinds of problems. As is happening with snow mobiles on the trails speeding. I would suggest that if you allow this to happen that you run safe driving courses for all who want to access the trails in town. A sticker can be placed on the vehicle to show that they have taken the course and are aware of the safety rules while on paved roads. This can be accomplished with the local club under the guidance of the OPP SAVE team.
 22. It still seems unclear if the trail is open through CFB Petawawa
 23. I have no problems with responsible operation of ORVs on urban or municipal roads if they are accessing trails or supporting local businesses (fuel, food etc). If council has any reasonable reason to not allow access then I also agree with that. A trip to the grocery store from home for example isn't reasonable. Mark the routes well - permitted and non-permitted. I am also fully supportive of enforcement of the laws (local and provincial) if anyone is breaking them. It is only fair to those that are respectful of the laws. Charge them!
 24. Most other municipalities already allow atvs on any road in the township. Whitewater Region you can drive on any road in the township.

25. Enforcement, will be key to implementing these new routes and access points.
26. Dirtbikes being allowed to purchase a pass and be able to use the trails
27. I live in pembroke, and would like access to certain roads in Petawawa to access more trails and have more available routes available in case of construction or contruction to the trails etc.